

SAN GABRIEL GENERAL PLAN

VISION 2010



FOUNDED 1771

PREFACE


Rapid population growth and related impacts on public services and facilities, intensification of low-density neighborhoods and the uncertainties of local government revenues have created widespread community concern over the City's planning and growth management processes. Pursuant to Section 65358 (a) of the California Government Code, the San Gabriel City Council therefore elected to undertake a comprehensive amendment to the San Gabriel General Plan, which was originally prepared in 1971. This San Gabriel General Plan program, as directed by the City Council and City Planning Commission, is a long-range planning effort to develop a comprehensive growth management and community development strategy to guide the development pattern and facilitate the provision of adequate public services and facilities over the next 20 years.

The program began in October of 1987, with the completion of a Citywide land use survey. Following that effort, a community baseline report was assembled, documenting existing conditions in the City relative to land use, economics, housing and population, traffic and circulation, noise, conservation, open space, public services and facilities, and safety. A series of community workshops was held, throughout 1988, to present the findings of the baseline report and to define the main issues that concerned local residents, property owners and businessmen, to focus the direction of the new General Plan. The Planning Commission and City Council then refined the list of issues to those most efficiently related to the General Plan program. Finally, the City Council adopted specific goals and objectives to guide the preparation of the various elements of the General Plan.

The San Gabriel Baseline Report, dated January, 1989 contains a complete description of the existing conditions, the planning issues and the goals and objectives established for the General Plan. Three other documents also contain extensive information concerning the City's character, in terms of its economic profile, housing stock, noise environment and seismic/public safety considerations. These documents are:

- Economic Baseline Analysis, City of San Gabriel, September 1988, by Urban Research Associates.
- Draft Noise Element of the City of San Gabriel General Plan, June 1989, by J.J. Van Houten and Associates.
- Draft Housing Element Update of the San Gabriel General Plan, July 1989, by Willdan Associates.
- Public Safety and Seismic Safety Elements, May 1975, by Envicom Corporation.

These five documents are incorporated by reference into the General Plan, and can be reviewed at the office of the City of San Gabriel Planning Department.



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The following chapters are the various elements of the San Gabriel General Plan. Each element contains the goals, objectives, policies and programs which are intended to provide a framework for decision-making by City officials to stimulate successful economic development activities while managing future growth in a balanced manner. The overall goal is to main the City's high quality of life and low-density suburban character. Please note that the Housing, Noise and Safety Elements are not presented in their entirety. California Planning and Zoning Law mandates very specific requirements for form and content for these elements, including extensive background data. As discussed above, the complete elements are incorporated by reference and are under separate cover. Only the policy and programmatic aspects of these elements are presented in this document, to maintain consistency of format for all of the elements of this General Plan document.

Land Use Element

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LAND USE ELEMENT

I - INTRODUCTION

Section 65302 (a) of the California Government Code sets forth the requirements for the land use element of a general plan, as follows:

"A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas".

This Land Use Element is organized into four main components:

1. Baseline report, which documents existing land use conditions throughout the City and which discusses and raises planning issues resulting from an analysis of these existing conditions. The complete report, which also addresses existing conditions and issues relative to the other elements of this general plan, is entitled City of San Gabriel Baseline Report, January 1989 and is hereby incorporated by reference. Copies of the baseline report are available for review at the office of the City of San Gabriel Planning Department.
2. Statement of Goals and Objectives which express the City's major assumptions and long-range intentions with regard to the City's land use pattern.
3. Policies and programs for actions which will achieve the plan's goals and objectives.
4. A land use element map, which illustrates the long-range plan for the distribution, general location and extent of the mix of land uses intended to be achieved at plan build out.

II - GOALS AND OBJECTIVES

Goals

1. Provide for balanced growth to achieve a compatible and mutually supportive mixture of quality developed land uses that results in a healthy, diversified economy.
2. Provide a high quality living environment within residential neighborhoods.

Objectives

A. Residential

1. Maintain and enhance San Gabriel's low density form of development.
2. Preserve established single-family neighborhoods.
3. Expand the total area allocated to single-family housing.
4. Prevent the premature or excessive intensification of neighborhood housing densities.
5. Upgrade the quality of existing multiple-family neighborhoods.
6. Establish and maintain a variety of housing types within the City through the use of the following residential densities:

Low Density	0 - 6 Dwelling Units/Net Acre
Medium Density	7 - 11 Dwelling Units/Net Acre
High Density	12 - 25 Dwelling Units/Net Acre

B. Commercial

1. Provide a pattern of commercial development which best serves the community's needs through maximum efficiency and accessibility.
2. Reduce land use interface conflicts through the application of quality design techniques for new developments and the application of retrofitting techniques on existing problem areas.

C. Industrial

1. Reduce land use conflicts by amortizing industrial uses out of areas not properly designated for industrial uses and vice-versa.
2. Reduce land use interface conflicts through the application of quality design techniques for new developments and the application of retrofitting techniques on existing problem areas.

III - POLICIES AND PROGRAMS

The first number of each of the following policies and programs refers to the objective of the same number, listed in the preceding section. In this way, the link between objectives and corresponding implementation actions can be seen.

Residential

Policy 1.1

Discourage subdivision of existing parcels into smaller parcels which would result in an increase in neighborhood densities, or in development which exceeds the scale, bulk and intensity characteristics of the neighborhood.

Policy 1.2

Prohibit construction of homes in excess of two stories in single-family neighborhoods and in excess of three stories in multi-family neighborhoods.

Policy 1.3

Limit site coverage by buildings to 50 percent for low-density development to 55 percent for medium density development and to 60 percent for high density development.

Policy 1.4

Allow existing older, medium- or high-density housing to be replaced at equivalent or lower densities.

Policy 2.1

Promote conservation and maintenance of single-family neighborhoods.

Policy 2.2

Assist low-income and elderly single-family homeowners with maintenance or replacement of aged structures.

Policy 2.3

Discourage and restrict recycling of established single-family neighborhoods to medium and high density multi-family districts.

Policy 3.1

Consider requests to convert manufacturing uses adjacent to single-family neighborhoods to single-family uses.

Policy 3.2

Support efforts to replace older multi-family dwellings in predominantly single-family neighborhoods with single-family dwellings.

Policy 4.1

Allow additional multi-family residential development only in those areas that contain the following conditions: a) similar housing and comparable densities; b) adequate infrastructure exists; and c) economic advantages to the community can be demonstrated.

Policy 5.1

Require greater attention to site planning, architectural character, off-street parking, yards and boundary treatments in the review/approval of new multi-family projects.

Policy 5.2

Encourage private efforts to rehabilitate or reconstruct older, unsightly or excessively bulky multi-family projects.

Policy 5.3

Provide financial and regulatory incentives to encourage parcel consolidation and enable development of larger multi-family sites which contain large usable open spaces, a greater variety of building configurations and sufficient off-street parking facilities.

Policy 5.4: Award density bonuses and/or reduce plan check processing times and fees for multi-family projects which involve the consolidation of parcels into sites of one acre or more.

Policy 6.1

Requests for zone changes, subdivisions, or approval of development plans for new housing projects shall conform to the density limitations defined in the Land Use Element (LUE) and shown on the LUE map.

Programs

1. Establish a design review committee to be coordinated by the City Planning Department, with authority to review and require modifications to development plans for all new construction and for the redevelopment or substantial alteration of existing development. Adopt an ordinance which establishes and empowers a design review committee, sets forth the criteria by which plans will be reviewed and approved, conditionally approved or denied and which establishes a fee structure to cover the City's costs of administering the process.
2. Adopt density limitations in the R-2 and R-3 Zones based on site area, such as those density standards listed in the City of San Gabriel Interim Zoning Ordinance (No. 293-C.S.).
3. Evaluate and revise the zoning ordinance to:
 - a. establish complete conformity with the Land Use Element Map and policies;

- b. upgrade the development standards for the R-2 and R-3 Zones to include:
 - more usable on-site outdoor recreation space per unit, pursuant to minimum specifications for such spaces;
 - more off-street parking, based on unit size and type;
 - specific criteria for the granting of density bonuses;
 - additional amenities for projects involving a condominium subdivision and the sale of individual dwelling units;
 - landscaping with perimeter wall buffers between parking areas and adjacent single-family uses and between living areas or outdoor recreation spaces and adjacent commercial or industrial uses;
 - Greater distances between two and three-story buildings on the same site and an adjoining sites.
 - c. restrict site coverages by buildings and other covered structures to:
 - maximum 50 percent in the R-1 Zone;
 - maximum 55 percent in the R-2 Zone;
 - maximum 60 percent in the R-3 Zone; and
 - d. reference any special provisions of the Housing Element with regard to density bonuses or other methods of assisting affordable or special need housing.
4. Investigate the City's eligibility for Community Development Block Grant (CDBG) funds, and evaluate the costs/benefits of establishing a CDBG-funded housing rehabilitation program.

Commercial

Policy 1.1

Provide financial and regulatory incentives to consolidate parcels and enable the redevelopment of adjoining underutilized or nonconforming sites as single, integrated commercial centers.

Policy 1.2

Encourage the replacement of nonconforming uses within designated commercial zones, with new commercial uses which fulfill a known market demand.

Policy 1.3

Encourage and support the development of a retail/commercial center on the site of the old Edwards Drive-In Theater.

Policy 1.4

Encourage the growth of professional office uses in the immediate vicinity of the San Gabriel Valley Medical Center.

Policy 1.5

Consider the conversion of existing industrial areas to commercial uses where the following conditions exist: 1) convenient access from a secondary or major arterial road is available; 2) the site is a minimum of three acres in area; 3) the site is contiguous to or within 100 feet of land used or designated for commercial use; 4) the new commercial use(s) will not worsen traffic conditions at the nearest intersection or will contribute its "fair share" to needed improvements at that intersection.

Policy 2.1

Conduct close scrutiny of new development applications, with respect to the treatment of the interfaces with surrounding uses. Require the inclusion of various buffering and/or screening techniques, especially adjacent to existing single-family or multi-family uses.

Policy 2.2

Provide financial and regulatory incentives to property owners who attempt to eliminate or minimize existing land use interface conflicts through property improvement efforts.

Programs

1. Develop design guidelines for each major commercial area, with criteria for: a) roadway geometrics, b) street trees, landscape amenities and sidewalks, c) private and public signage, d) architectural styles and finishes, and e) number and placement of driveway cuts.
2. Develop a Specific Plan for the auto dealership area along Las Tunas Boulevard, between San Gabriel Boulevard and San Marino Avenue, with the intent to create a unified auto center. This plan should address, at a minimum, the following: a) expansion of the area available for existing and future dealerships; b) promotional elements such as highly visible signage; c) convenient access to customer parking lots which could be shared by dealers; d) joint public-private partnership arrangements to take advantage of some of the City's unique powers that could assist in parcel consolidation, street improvement, business relocation, etc.
3. Identify all non-conforming uses within designated commercial districts and initiate formal amortization proceedings for all such uses, including the immediate abatement of any illegal and/or unsafe nonconforming uses.
4. Rezone properties in the immediate vicinity of the San Gabriel Valley Medical Center for exclusively office uses, including professional, medical, dental and administrative offices.

5. Initiate or assist in the preparation of a detailed market studies to provide reliable information to guide the development of economically successful commercial centers on suitable development sites in the City.
6. Establish a design review committee, by ordinance (see Residential Program Number 1) and require all plans for exterior commercial improvements (other than simple repairs or maintenance) to be approved by the design review committee.
7. Revise and update the zoning ordinance and official zoning map to achieve complete conformance with the Land Use and Economic Development Elements.
8. Develop a Specific Plan for the square area formed by Valley Boulevard on the north, Del Mar Avenue on the east, the extension of Ralph Avenue on the south and Abbott Avenue on the west. The intent of this plan would be to develop a large, integrated retail/commercial center, utilizing the large former Edwards Drive-In Theater site, as well as the land within the triangle formed by the Alhambra Wash, Valley Boulevard and Del Mar Avenue. The plan should include, at a minimum, the following provisions: 1) methods of consolidating all land parcels into a single development site; 2) methods of using the airspace over the flood control channel for parking, driveway or commercial building purposes; 3) design guidelines applicable to site design, architecture, building intensity, signage, public improvements; and 4) permitted and conditionally permitted uses.

Industrial

Policy 1.1

No expansion of existing nonconforming industrial uses will be permitted, nor will a conversion to another nonconforming use, of any type, be permitted.

Policy 1.2

Encourage owners of nonconforming industrial uses to relocate such uses into designated industrial areas, or to replace them with conforming uses. The provision of financial and regulatory incentives will be considered on a case-by case.

Policy 2.1

Conduct close scrutiny of new development applications, with respect to the treatment of the interfaces with surrounding uses. Require the inclusion of various buffering and/or screening techniques, especially adjacent to existent single-family or multi-family uses.

Policy 2.2

Provide financial and regulatory incentives to property owners who attempt to eliminate or minimize existing land use interface conflicts through property improvement efforts.

Programs

1. Require all plans for exterior improvements (other than simple repairs and maintenance) to be reviewed and approved by a design review committee, to be established by ordinance (see Residential Program Number 1).
2. Conduct an inventory of all industrial uses and industrially zoned parcels, and compile a list of all illegal and nonconforming uses and major code violations. Initiate formal amortization proceedings for all nonconforming uses and take steps for the immediate abatement of all illegal or unsafe uses and activities.
3. Develop a Specific Plan for the presently designated and developed industrial area, to address the following: 1) property owners' long-range plans; 2) economic factors affecting the most beneficial land uses for this area, over the next 15-20 years; 3) infrastructure conditions and future needs; 4) improvement of interfaces with surrounding land uses; 5) elimination of illegal or unsafe conditions that may exist; and 6) retention of this employment base within San Gabriel.

IV. LAND USE PLAN

The Land Use Plan for the City of San Gabriel is illustrated on the following map. The categories of permitted land uses and their population and development intensity limitations are as follows:

Residential

Low Density: Primarily single-family homes on a single parcel, occasionally including two homes (attached or detached) on a large parcel.

Dwelling Unit Density Range: 0-6 d.u./acre.

Population Intensity: 9-18 persons per acre.

Medium Density: Low-scale, multi-family dwellings, predominantly on sites of less than an acre in area.

Dwelling Unit Density Range: 7-11 d.u./acre.

Population Intensity: 20-31 persons per acre.

High Density: Multiple-family dwellings, preferably on sites one acre or larger in size, primarily of two-story construction, and of three-story construction for higher density projects granted a density bonus and/or which maximize ground level outdoor recreational space.

Dwelling Unit Density Range: 12-25 d.u./acre.

Population Intensity: 34-70 persons per acre.

Commercial

Neighborhood: Various convenience services and products for the surrounding residential neighborhood within roughly a 1/4 - 1/3 mile radius. Small grocery stores, drug stores, barber, and beauty shops, shoe stores, laundromats, dentist and doctor's offices, legal and accounting offices, etc., are examples of permitted uses. Uses to be located preferably within a single shopping center, on a site of 5 acres or less in size.

Building Intensity: Maximum F.A.R. of .5

General: All forms of retail, service, office, recreation/amusement and other commercial businesses which provide goods and services for the local population and those businesses which are targeted toward visitors and commuters. Individual uses may be located on individual parcels, or preferably together within single, integrated centers, along a major arterial roadway.

Building Intensity: Maximum F.A.R. of .6

Office: Uses restricted only to various types of offices, including: administrative, professional, medical and dental services (including clinics).

This description applies only to properties in the immediate vicinity of the San Gabriel Valley Medical Center, where an environment of medical and professional offices is desired.

Building Intensity: Maximum F.A.R. of 1.0

Commercial Specific Plan: This designation applies to two areas, which each have a distinct character and for which special land use and development strategies are needed to capitalize on the special advantages inherent in each of these areas. The designation signals the City's intent to develop Specific Plans for each of these areas, to define a land use planning program which will accomplish the City's special objectives for these areas. The two areas are:

1. The auto dealerships along Las Tunas Boulevard, between San Gabriel and San Marino Avenues;
2. The now vacant, former Edwards Drive-In Theater site and adjacent triangular shaped land at the southwest intersection of Del Mar Avenue/Valley Boulevard; and

All uses permitted by the General Commercial designation will be allowed; however, the specific plans to be developed are expected to include more specific lists of permitted uses.

Building Intensity: Same as for General Commercial, unless amended by adoption of a Specific Plan.

Industrial

Light Industrial: Various low intensity, non-polluting sorts of manufacturing, fabrication, assembly, research and development, warehousing and distribution uses which do not involve processes for producing petro-chemicals, rubber and other synthetic materials and chemicals. The intent of this designation is to maintain a local industrial-employment base, consisting primarily of modestly sized individual businesses, which are generally perceived as "clean" industry and do not generate nuisance or unsafe levels of noise, vibrations, air emissions, or liquid and solid wastes.

Building Intensity: Maximum building height of 2 stories/35 feet and maximum F.A.R. of .5

The following additional designations appear on the Land Use Plan and are self-explanatory.

Circulation

- Freeway
- Freeway Interchange
- Arterial
- Collector
- Grade Separation
- Railroad

Open Space and Recreation

- Public Parkland
- Private Golf Course
- Cemetery
- Corridor
- Pathway (Flood Control Channels)
- Future Park Needed

Public Facilities

- High School
- Junior High School
- Elementary School
- School - Special
- School - Private
- Civic/Historic Area
- Police Station
- City Yard
- Fire Station
- Hospital
- Post Office
- Library
- Water Pump Station
- Solid Waste Disposal

Economic Development Element

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ECONOMIC DEVELOPMENT ELEMENT

I - INTRODUCTION

The Economic Development Element is intended to provide policy guidance in future economic planning for the City of San Gabriel. An economic development element is an optional General Plan element not required by State law. However, economic planning is being increasingly recognized as a central component of a successful plan because it links broader community goals regarding quality of life and land use with a realistic assessment of economic market and tax base conditions. This element provides goals and objectives to guide decisions regarding the economic development of the City and describes policies and programs for the implementation of the element's economic development strategy.

II - GOALS AND OBJECTIVES

Goal

The need for economic planning is well documented, as are the opportunities for attractive, carefully-planned commercial developments that can add to the quality of life and fiscal health of the community. The purpose of the Economic Development Element is to identify policies and implementation measures that support the following broad economic development goal:

Creation of a pattern of diversified economic development that provides the necessary revenues to support high-quality civil, social and cultural services.

Objectives

1. Preserve and revitalize the City's existing commercial districts to help protect the economic health and tax base of the City.
2. Encourage the development of new high-quality commercial centers with strong anchor stores to help expand the City's tax base.
3. Reduce the level of sales leakage to neighboring communities by attracting and retaining competitive businesses and centers capable of drawing customers from a wide area.
4. Support high-quality development of vacant commercial sites in a manner that maximizes sales tax revenue while maintaining consistency with the City's land use and traffic goals.
5. Provide for additional commercial center opportunities by encouraging lot consolidation and the recycling of underutilized parcels.
6. Work toward the elimination of non-conforming and marginal uses within commercial and industrial zones.

7. Enhance the integrity of the City's commercial-zoned land by converting industrial uses to revenue-generating retail uses where appropriate.
8. Protect the City's industrial employment base within established industrial zones.
9. Support the development of a tourist and entertainment district in the vicinity of the San Gabriel Mission and Civic Auditorium.
10. Pursue the annexation of area within the City's Sphere of Influence where the tax revenues derived from commercial use will exceed the cost of providing services.
11. Create an action program to help promote appropriate economic development.

III - POLICIES AND PROGRAMS

Policies

1. Market feasibility studies shall be required for new commercial developments exceeding 4 acres in size to help insure the economic viability of such developments. These studies should demonstrate whether key tenants will contribute to a reduction in sales leakage from the City (for example: apparel, building material and general merchandise sectors) or whether they are more likely to simply divert sales away from existing, healthy San Gabriel businesses with no net gain for the City's economy. Based on the results of these studies, the City may require modifications to proposed developments.
2. Fiscal impact studies shall be required for new commercial developments exceeding 4 acres in size to help insure that the municipal revenues generated by new development will at least equal the added service costs. Adverse fiscal impacts may constitute grounds for not approving new developments unless such approval can clearly be demonstrated to be in the public interest.
3. Detailed site plans will be required for all new commercial developments. Plans should demonstrate careful attention to building design and placement, parking, street access, landscaping, signs, and other elements which constitute well-planned, attractive commercial developments. This requirement is particularly important for sites with awkward parcel configurations or other constraints which may detract from the economic potential of the site.
4. Modern, attractive, economically viable commercial development often requires the consolidation or joint development of adjacent smaller parcels. The following policies are designed to encourage larger scale developments on adjacent or consolidated parcels:
 - a. Fee waivers for commercial zone consolidation.
 - b. Support zone change requests to C-2 and C-3 to encourage lot consolidation.

5. The economic health of the City requires that land zoned for commercial and industrial uses actually be put to that purpose. The City shall adopt the following policies to help bring this about:
 - a. Identify non-conforming uses and withhold support to requests for improvements that perpetuate non-conforming uses.
 - b. Strict code enforcement in all commercial and industrial zones.
 - c. Support for proposed residential to business conversion in commercial and industrial districts.
 - d. Strict code enforcement that encourages renovation or removal of substandard structures.
6. Where adjacent unincorporated areas can be shown to have the potential for commercial use, the City will encourage annexation. Fiscal impact studies designed to measure the potential revenue and service costs associated with potential uses of any proposed annexation will be completed prior to the approval of any annexation.

Programs

1. The City shall take the lead in creating an Economic Development Action Program. Key elements of this program will include:
 - a. Establishing a forum for communication and cooperation with the Chamber of Commerce and other civic groups.
 - b. Outreach designed to include members of the growing Asian community and Asian business owners in the planning process.
 - c. Sponsorship of economic development workshops designed to acquaint developers and other interested parties with the range of opportunities to be found in the City as well as with the City's economic development policies and procedures.
 - d. Dissemination of information concerning the availability of Small Business Administration programs for business development.
 - e. Adoption of a sign ordinance designed to improve the appearance and economic viability of the commercial districts.
 - f. Adoption of a landscaping ordinance for commercial districts. Community Development Grant Funds (CDBG) will be made available for sign and facade improvements.
 - g. Establishment of policies for allocating CDBG funds to improvements in the commercial districts.
 - h. Designation of a staff individual to provide initial contact for business-oriented complaints concerning City policies and other local factors affecting the health and functioning of the City's business establishments.

- i. Adoption of policies aimed at coordinating the activities of the planning department and other City departments so as to encourage and facilitate high quality, coordinated development with minimum disruption of the overall quality of life in the community.
2. The City shall designate the cluster of automobile dealers along Las Tunas Boulevard between San Gabriel Boulevard and San Marino Avenue as the San Gabriel Auto Center. The City shall work to protect and enhance the functions of the Auto Center through the following:
 - a. Careful consideration of the impact of future development on the existing automobile dealerships.
 - b. Promotion of the Auto Center through the use of directional signs and other appropriate methods.
 - c. Support for land use changes that permit the consolidation and orderly expansion of existing dealerships.
 - d. Aggressive efforts to attract one or more additional dealerships to the Auto Center.
3. The City shall develop a Specific Plan to promote the growth of tourist and entertainment activities in the district surrounding the San Gabriel Mission and Civic Auditorium. The specific plan process is particularly appropriate due to the diversity of opportunities and interests. The Specific Plan will attempt to strike an appropriate balance among the historic, cultural, religious, and civic components of the district.

**IMPLEMENTATION PRIORITY MATRIX
ECONOMIC DEVELOPMENT ELEMENT**

	By Mid - 1991	By 1994	Ongoing
Market Feasibility Reports	*	*	*
Fiscal Impact Analysis	*	*	*
Detailed Site Plans	*	*	*
Parcel Consolidation		*	
Non-Conforming Uses		*	*
Econ. Dev. Action Program	*	*	
San Gabriel Auto Center	*		
Mission District Specific Plan		*	
Annexation		*	

Circulation Element

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CIRCULATION ELEMENT

I - INTRODUCTION

San Gabriel's circulation and transportation systems form a key link in determining the overall structure of the areas they service and are, therefore, an integral part of the General Plan. The purpose of a transportation system is to provide a safe, efficient and serviceable framework which facilitates the movement of people and goods within the City. The circulation system also enables the residents of the City to access the regional transportation system.

Authorization and Purpose of the Circulation Element

California Government Code Section 65302(b) mandates localities to include within their General Plan a Circulation Element which describes and locates the basic systems which provide for the City's transportation needs and land uses. The Element sets forth policies and programs which promote effective use of transportation facilities in order to efficiently and safely move people and goods, while striving to protect and wisely use environmental, economic and natural resources.

The Circulation Element must be closely coordinated with the land use, noise, scenic highways and housing elements because circulation and transportation planning efforts have an impact upon them. Freeways and arterial highways must be capable of meeting future traffic demands. Concurrent efforts must be undertaken to identify the impact that transportation systems development will have upon future land use patterns. Circulation and transportation planning should provide for safe and efficient movement within the City and region, while discouraging unnecessary traffic movement and noise through residential neighborhoods. This should be accomplished by effectively designing traffic routes according to their functions, while maintaining design sensitivity to surrounding land uses. The visual appearance of the circulation system not only affects the efficiency of traffic circulation, but also contributes to the image of the City held by residents and visitors to the community. In addition, circulation and transportation planning for the local community must be integrated into regional transportation planning with respect to energy conservation, noise, existing and alternative modes of transportation, and quality of the environment with respect to air pollution.

Organization

The Circulation Element sets forth policies and programs which are intended to assist the City in implementing the circulation goals and objectives, which were established by the City Council, following completion of the City of San Gabriel Baseline Report prepared by Willdan Associates in January 1989. That report documents and analyzes current traffic and circulation conditions in the City and identifies the major transportation planning issues to be addressed through this Circulation Element. The baseline report is hereby incorporated by reference and can be reviewed at the office of the City of San Gabriel Planning Department.

Section II of the Circulation Element lists the goals and objectives upon which the policies and programs of Section III have been predicated.

II - GOALS AND OBJECTIVES

The following goals and objectives have been established by the City Council to guide the City's response to circulation and transportation needs and to assist in future transportation planning:

Goal

Provide a safe, efficient and environmentally sensitive transportation system for the movement of people and goods.

Objectives

- A. Maintain efficient traffic movement along streets which can accommodate projected traffic while minimizing the need to acquire additional right-of-way.
- B. Maintain vehicular evacuation routes that will remain open and uninterrupted during emergency situations.
- C. Improve all arterials to their ultimate Circulation Plan configurations.
- D. Maintain an operating Level of Service "D" or better at all intersections of arterial streets.
- E. Prevent the encroachment of commercial or industrial traffic into residential areas.
- F. Coordinate efforts with regional transportation agencies to ensure that the needs of the City's transit-dependent population are adequately met.
- G. Encourage the use of Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques to reduce traffic congestion and demand on arterials and local streets.

III - POLICIES AND PROGRAMS

The following policies and programs are intended to assist the City in implementing the previously identified circulation goals and objectives, and thereby allow the City to maintain and improve a safe, efficient and serviceable transportation system.

A. Regional Transportation

1. Policy

Support and encourage the development of projects and programs which address regional and inter-community circulation needs.

a. Program

Support the completion of the extension of the Long Beach Freeway (I-710) northerly to the Foothill Freeway (I-210) by interfacing with the appropriate State and local agencies.

b. Program

Pursue aggressive communication and coordination efforts with Southern California Rapid Transit District (SCRTD) to encourage and ensure adequate regional transit service.

c. Program

Participate in Federal, State and County programs to increase and encourage use of ridesharing, car/vanpooling and other TDM techniques available to reduce congestion within the City and the entire San Gabriel Valley.

B. Local Vehicular Circulation

1. Policy

Construct and maintain a safe and efficient local circulation network.

a. Program

Continue to construct arterial, collector and local streets to their ultimate street widths as designated by the City's Circulation Plan.

b. Program

Eliminate on-street parking and restripe the roadway to provide additional traffic lanes on those street segments where traffic conditions are at or near capacity and the restriping can be accommodated within the existing pavement width. Streets to be so considered are as follows:

- Del Mar Avenue from Hermosa Drive to Valley Boulevard.

c. Program

Widen those street segments to provide additional traffic lanes where traffic conditions are at or near capacity and the lanes cannot be accommodated within the existing pavement width. Streets to be so considered are as follows:

- Mission Drive, from Santa Anita Avenue to east City limit.
- Junipero Serra Drive, from Mission Drive to west City limit.

d. Program

Develop a Citywide roadway maintenance program to systematically repair, resurface and reconstruct all City streets.

2. Policy

Establish procedures and programs to monitor and review the circulation system and develop transportation improvement projects.

a. Program

Develop an ongoing program for evaluating Levels of Service (LOS) and improving capacity at intersections operating at or below LOS D, utilizing TSM techniques.

b. Program

Develop an ongoing program to review and analyze intersection and midblock accident records to identify locations experiencing higher-than-expected accident rates and implement appropriate circulation improvement measures.

c. Program

Pursue efforts to optimize and coordinate traffic signal systems along all arterials to reduce congestion and improve traffic flow.

d. Program

Adopt a mandatory TDM Ordinance, which incorporate the provisions of South Coast Air Quality Management District (SCAQMD) Regulation No. 15, requiring existing and future employers and developers to establish TDM programs and incentives for employees.

3. Policy

Encourage design features in commercial developments which provide sufficient vehicular access to and from the arterial streets, while discouraging intrusion of commercial traffic into residential areas.

a. Program

Establish and enforce strict parking requirements for new development to ensure adequate on-site parking for employees and patrons.

b. Program

Establish procedures for reviewing development plans to ensure safe and efficient access to the arterial streets, while minimizing or eliminating access to collectors and local streets.

c. Program

Require mitigation measures as conditions of development, such as cul-de-sacs and traffic divertors, so as to preserve the residential character of neighborhoods.

C. Public Transit

1. Policy

Support the expansion and development of efficient regional and local transit service.

a. Program

Support the efforts of the SCRTD to provide safe and efficient regional and local transit service.

b. Program

Encourage efforts to provide convenient and efficient public transit to regional transit centers, such as the El Monte Busway station, and connections to other transit systems.

c. Program

Support the development and expansion of alternative public transportation programs, such as the Dial-A-Ride program, utilizing Proposition A funds.

d. Program

Encourage design features in developments which incorporate aesthetically pleasing transit facilities such as waiting areas that are conveniently located and well lit and provide protection from the elements.

D. Non-Motorized Circulation

1. Policy

Encourage the development of safe pedestrian access ways throughout the City as an important element of the local circulation system.

a. Program

Pursue all available Federal, State, and local funding sources to provide for the construction and repair of sidewalks and other pedestrian facilities throughout the City. This includes street lighting, wheelchair ramps and pedestrian-activated signals, where appropriate, in order to enhance the attractiveness of this alternative.

b. Program

Establish policies and design requirements that recognize the special transportation needs of the physically handicapped, and encourage and support designs and programs that increase handicapped access to transportation-related facilities.

2. Policy

Encourage the use of bicycles for transportation and support a regional bikeway system.

a. Program

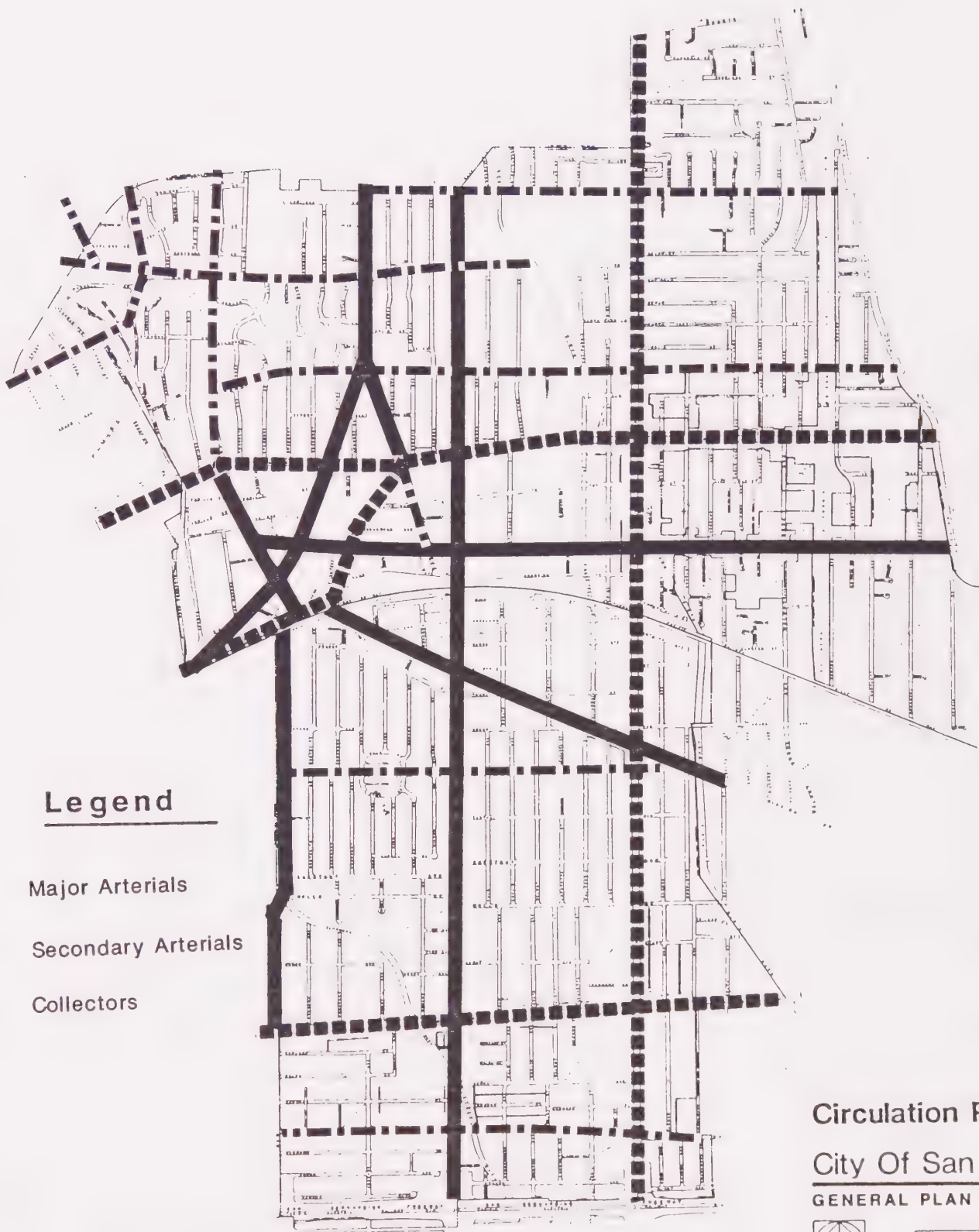
Study the feasibility of establishing a Citywide bikeway plan.

b. Program

Support the development of a regional bikeway system through cooperation with the State, County, and neighboring communities.

c. Program

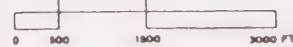
Develop an adequate street pavement maintenance program to facilitate and promote safe bicycle usage.



Legend

- ■ ■ Major Arterials
- Secondary Arterials
- - - Collectors

Circulation Plan
City Of San Gabriel
GENERAL PLAN PROGRAM



Housing Element

Founded 1771



HOUSING ELEMENT

I - INTRODUCTION

Adequate housing for families and individuals of all economic levels has become an important issue for State and local governments. The issue has grown in complexity due to rising costs and increasing competition for physical and financial resources in both the public and the private sectors.

In response to this concern, the California Legislature amended the Government Code in 1980 to require each local community to include a specific analysis of its housing needs and a realistic set of programs designed to meet those needs in a Housing Element of its General Plan. The requirements of the law are prefaced by several statements of State policy set forth in Section 65580 of the Government Code:

"... The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."

"... Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"... The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the State in addressing regional housing needs."

The law requires each locality to accomplish the following tasks:

- to identify and to analyze the current and projected housing needs of all economic segments of the community;
- to evaluate current and potential constraints to meeting those needs, constraints due both to operations of the marketplace and to operations of government;
- to inventory and assess the availability of land suitable for residential use and of opportunities for energy conservation in residential development; and
- to set forth goals, objectives, policies and program actions which are responsive to the identified housing needs, governmental and non-governmental constraints, and identified housing opportunities.

II - GOALS AND OBJECTIVES

Goals

The proper basis for any plan of action is a well-integrated set of goals. Such policy statements provide guidance to local decision makers in dealing with housing related issues and express the desires and aspirations of the community. The City Council of the City of San Gabriel has adopted three goals to guide the development and the implementation of its housing program. The following goals were adopted in May 1984 as part of the previous housing element and are intended to give direction to the City's housing program:

1. The attainment of decent housing within a satisfying living environment for households of all socio-economic, racial, and ethnic groups in San Gabriel.
2. The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the City.
3. The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

In addition to the aforementioned goals, the following broad based goal was developed as part of the 1988-89 General Plan Update.

4. Preserve and enhance the supply and quality of housing within the City, while facilitating the elimination of substandard residences in order to provide a variety of housing types which meet the needs of all age and income groups in the community.

Objectives

The following objectives were adopted by the San Gabriel City Council as part of the 1988-89 General Plan Update.

1. Provide an adequate supply of housing to meet the needs of the City's future, anticipated population.
2. Encourage the maintenance and rehabilitation of the City's existing housing stock.
3. Ensure that the special housing needs of the City's elderly, single-parent and handicapped households are addressed.
4. Encourage the use of innovative or creative techniques in the siting and structural design of new housing.
5. Attempt to improve the affordability of housing without sacrificing health and safety considerations.

The City's 1989-1994 Housing Element Update, which contains extensive background data, is available for review at the City of San Gabriel Planning Department.

III - POLICIES AND PROGRAMS

Policies

1. Promote and encourage development of housing which varies by type, design, form of ownership and size.
2. Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety and aesthetic considerations.
3. Facilitate construction of low- and moderate-income housing to the extent possible.
4. Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs without sacrificing basic health and safety considerations.
5. Encourage a wide range of housing types, prices and ownership forms in new construction.
6. Emphasize and promote the role of the private sector in the construction of very low-, low-, and moderate-income housing.
7. Support the development of cost saving and energy conserving construction techniques.
8. Assist private developers in identifying and preparing land suitable for lower-income housing developments.
9. Encourage the inclusion of units for very low-, low-, and moderate-income families as part of private sponsored housing developments.
10. Support efforts of private lenders to provide alternative financing methods to make homeownership available to a greater number of households.
11. Streamline administrative procedures for granting approvals and permits and establish time limits for such approvals to minimize time, costs and uncertainty associated with development.
12. Discourage the conversion of existing apartment units to condominiums where such conversion will diminish the supply of low- and moderate-income housing.
13. Cooperate with County agencies (i.e., the Community Development Commission and the Los Angeles County Housing Authority) to provide below-market rate rehabilitation loans for both owner-occupied and rental housing.
14. Promote utilization of rehabilitation assistance programs to alleviate deteriorated or deteriorating housing conditions.

15. Encourage investment of public and private resources to alleviate neighborhood deterioration trends.
16. Encourage property owners to rehabilitate deteriorating housing.
17. Promote the removal and replacement of those substandard units which cannot be rehabilitated.
18. Utilize public information and assistance programs to encourage repair before major damage occurs.
19. Promote representative citizen participation on the formation, implementation and review of housing programs.
20. Support formation of community and neighborhood organizations to encourage self-monitoring of neighborhood conditions and the development of community identity and high-quality, well-maintained neighborhoods.
21. Encourage the maintenance of sound owner-occupied and rental housing.
22. Through subdivision and zoning ordinances, and through the permit process, encourage use of innovative construction techniques, design standards, and energy conservation methods in new housing development.
23. Continue to consider density bonuses or other incentives for housing development incorporating low- and moderate-income units.

Programs

1. Develop specific zoning regulations for the construction of second dwelling units to facilitate the development of low cost housing for the elderly.
2. Draft and adopt a senior housing ordinance and amend the zoning ordinance to create special standards for senior citizen housing. This ordinance should include reduced parking standards, minimum size units and allow higher densities that would otherwise be permitted.
3. Establish an overlay zone for mobile home parks designed to preserve the present stock of mobile homes and protect low-income mobile home tenants; as well as develop an implementation program for mobile home preservation.
4. Conduct a citywide survey of rental housing suitable for families with children and handicapped occupants.
5. Continue to utilize the services of the Fair Housing Council of San Gabriel Valley, through the existing contract with the County of Los Angeles, for fair housing outreach and educational information, landlord tenant dispute resolution and senior shared housing. In

addition, request monthly statistics from the Fair Housing Council of San Gabriel Valley in order to better monitor housing problems in the City San Gabriel.

6. Actively participate in the Los Angeles County Mortgage Revenue Bond Financing Programs for the development of single- and multi-family residential developments.
7. Create and maintain an inventory of vacant and underutilized sites suitable for housing purposes. Disseminate this information to private developers in order to facilitate housing production.
8. Conduct a Citywide homeless survey. Dependant upon the results, i.e., identified need, research into the possibility of locating a homeless/transitional shelter in the City of San Gabriel.
9. Continue participation in the Section 8 Leased Housing Assistance Program administered by the County of Los Angeles.
10. Prepare a brochure which outlines the various types of State and Federally funded housing programs available through the County of Los Angeles and the City of San Gabriel. Have brochures available at public information counter and make them available to interested citizens.
11. Research into the possibility of expanding Section 8, Leased Housing Assistance Program to include Section 8, existing funds to subsidize mobile home space rentals.
12. Develop and initiate a program of public information and technical assistance designed to encourage continued maintenance of currently sound housing.
13. Research the possibility of using CDBG funds to provide rebates for rehabilitation of owner-occupied residents.
14. Monitor housing conditions throughout the City in order to establish target areas for rehabilitation efforts.
15. Continue existing code enforcement efforts and explore new methods for eliminating deteriorated or unsightly property conditions in residential areas.
16. Utilize the housing information and referral services offered by the Los Angeles County Housing Authority for persons seeking affordable rental and for-sale housing.
17. Assist interested private developers, both profit and non-profit, in attempting to secure funding for the construction of affordable housing through the Section 8 New Construction, CHFA Direct Lending, Los Angeles County Revenue Bond and other applicable financing programs.

18. Investigate the feasibility of initiating a grant and/or deferred loan payment program for the rehabilitation of residences owned by lower income households, particularly the elderly and female-headed households.
19. The City's Finance Department will investigate the possibility of creating its own revenue mortgage bond program to assist first-time home buyers.
20. Investigate and pursue programs and funding sources designed to expand housing opportunities for low- and moderate-income households, including the elderly and handicapped.
21. Actively assist the Los Angeles County Housing Authority in placing Section 8 certificates in the community.
22. Investigate and pursue programs and funding sources designed to maintain and/or improve the affordability of existing housing units to very low-, low-, and moderate-income households.
23. Investigate and pursue housing rehabilitation programs and funding sources offered by the State and Federal governments.
24. Monitor housing conditions in San Gabriel annually. If evidence of deferred maintenance increases, consider implementation of occupancy inspection program.

Conservation and Open Space

Founded 1771



CONSERVATION AND OPEN SPACE ELEMENT

I - INTRODUCTION

Pursuant to California Government Code Sections 65302(d) and 65302(e), a General Plan must contain a Conservation Element and an Open Space Element. The Conservation Element provides for the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The Open Space Element provides for the maintenance of lands for the preservation and management of natural resources, the provision of outdoor recreation and the protection of public health and safety. Due to their similar nature related objectives, conservation and open space considerations have been combined into a single General Plan element. As required by State law, this element is intended to be consistent with all other elements of the San Gabriel General Plan and has equal status with the other elements.

Conservation

Due to the highly urbanized nature of San Gabriel, almost no significant natural resources or other natural values remain intact within the community. The City presently contains no significant waterways or other bodies of water, no prime soils in agricultural production, now known mineral resources, and no significant wildlife or biotic communities. In addition, the City is not subject to any major flood hazards or any potential inundation due to nearby dam failures. As a result, the conservation issues addressed in this element are limited to the conservation of the City's cultural resources and the preservation of mature, specimen-quality trees. The protection of groundwater from contamination and efforts to clean up hazardous waste sites are addressed in the City's Safety Element.

Open Space

Since San Gabriel is an urbanized community and contains no significant areas of undeveloped land and few remaining natural resources, open space lands in the City are limited to those reserved for recreational purposes. These recreational lands include public parks, playfields, and playgrounds, as well as private facilities, such as the San Gabriel Country Club. Linear facilities such as greenbelts, bikeways, and trails are also considered in this element.

II - GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

A. Open Space Goal

Provide open space to enhance the livability of the urban environment and adequately meet the recreational needs of the City's residents.

1. Objective

Maintain the City's park facilities to high standards and continue to provide the types of outdoor recreational opportunities that the City's residents desire.

Policies

- 1.1 Provide parks which are adequate in size to serve their intended recreational functions.
- 1.2 Provide facilities at the City's parks which serve the recreational needs of the local population.
- 1.3 Provide recreational facilities which are properly designed and installed to serve their intended functions and which are maintained in good repair.

Programs

- In order to maximize the opportunities available at existing facilities, investigate the possibility of enlarging existing park sites which are currently deficient in area.
- Periodically re-evaluate the allocation and use of park and open space land to ensure that existing facilities are meeting the recreational needs of the community.
- Evaluate the opportunities and deficiencies at each facility to determine if the City's recreational open spaces could be effectively upgraded to improve their usefulness and quality.

2. Objective

Strive to attain a minimum of three acres of public recreational open space per 1,000 residents.

Policies

- 2.1 Continue to maintain and operate park and recreation facilities to serve the existing and planned population of the City.
- 2.2 Increase the supply of parkland in areas of the City considered to be deficient in the amount of recreational open space.
- 2.3 Continue joint use agreements with the school district for the recreational use of school grounds by City residents.

Programs

- Survey, acquire, and reserve land for future recreational use which will satisfy identified recreational needs and deficiencies.
- Initiate a fee to be imposed upon all new residential development for the acquisition and/or development of parkland within the City. In addition, a Quimby Act ordinance should be established to impose a parkland fee on new residential subdivisions.
- Develop local criteria for the type, size, and location of parks and recreational facilities.
- Investigate the use of assessments, development incentives, and other possible mechanisms to fund or otherwise provide new parkland in order to remedy existing deficiencies.

3. Objective

Develop a bicycle path system that links bike paths in adjoining communities and recreational sites within San Gabriel and surrounding areas within a convenient distance.

Policies

- 3.1 Establish and maintain a system of bicycle routes which provide circulation within the City and link local recreational facilities.
- 3.2 Provide connections to bicycle paths in adjoining communities.
- 3.3 Provide connections to regional bike trails, as feasible.

Programs

- Initiate a feasibility study for the use of flood control channels as possible bicycle routes.
- Determine feasible routes for bicycle paths within the City considering routes located on existing roadways and routes separated from roadways.
- Examine the cross-sections of the City's roadways to determine how bicycle lanes might be accommodated in the public right-of-way.
- Coordinate efforts with adjacent communities to develop an interconnected network of bicycle paths.

4. Objective

Promote the multiple use of public utility right-of-ways and easements for compatible recreational purposes.

Policies

- 4.1 Encourage the development of the Southern California Edison Company right-of-way in the eastern portion of the City as a linear recreational facility and possible bike path.
- 4.2 Encourage the development of other utility right-of-ways and easements as recreational facilities, whenever feasible.

Programs

- Explore possible recreational uses for the Southern California Edison (SCE) right-of-way and investigate the feasibility of utilizing the right-of-way for public recreation.
- Identify other utility right-of-ways and easements in the City and examine their potential for recreational use.

5. Objective

Promote the development of private recreational facilities to supplement public facilities.

Policies

- 5.1 Require the provision of useful recreational open spaces within new residential developments.
- 5.2 Encourage the development of commercial recreational facilities in the City.

Programs

- Include commercial recreational facilities within the list of permitted uses in the appropriate zones of the City's Zoning Ordinance.
- Establish development standards for the provision of adequate and useful open space in new residential development.

B. Conservation Goal

Preserve sites of local historical or cultural importance and those visual or scenic resources that enhance the environmental quality of the City.

1. Objective

Preserve and protect the San Gabriel Mission and civic auditorium and other buildings that contribute to the City's unique identity.

Policies

- 1.1 Support efforts to preserve and protect the City's historical landmarks and cultural resources.
- 1.2 Ensure that significant historical resources are protected through the City's planning policies, ordinances, and programs.
- 1.3 Encourage the establishment and support the activities of a local historical society.

Programs

- Conduct a survey of historical resources and maintain information on the sites surveyed, their status, and the names and addresses of individuals and organizations knowledgeable of the sites.
- Establish a procedure for a committee or other designated body to review proposals for the alteration or demolition of historic structures.
- Require site investigations by a qualified professional prior to approval of proposed project on sites which may contain historic or archaeological resources.
- Determine the methods and means of preserving historical resources on a case-by-case basis according to a site's importance and disposition methods available.
- Identify and pursue funding sources which can be used to preserve and protect historical resources.

2. Objective

Preserve mature or specimen trees wherever possible.

Policies

- 2.1 Promote the preservation of existing, mature, specimen-quality trees on private property by encouraging that they be incorporated into the plans for new development projects.
- 2.2 Ensure that mature trees on City property, such as streets and parks, receive adequate care to maintain their health and appearance.

Programs

- Require developers to identify and evaluate all existing mature trees on their proposed development sites.

- Include mitigation measures for the maintenance of significant trees in the environmental review process for proposed projects.
- Initiate and maintain a comprehensive City tree maintenance program.

III - RECREATION AND OPEN SPACE PLAN

The goals and objectives of this element address the various issues and concerns that must be considered in planning for the future recreational needs of the citizens of San Gabriel. The resolution of these issues and concerns forms the basic intent behind this element of the General Plan. In attempting to resolve these issues and thereby fulfill the current and future recreational open space needs of the community, the Recreation and Open Space Plan presented at the rear of this element has been formulated. Guided by the goals, objectives, and policies presented in the preceding section of this element, this plan proposes several measures that would expand the supply and improve the distribution of recreational open space within the City of San Gabriel.

Based upon the standard of 3.0 acres of parkland per 1,000 population established in this element, a total of between 100 and 130 acres of parkland is needed to adequately accommodate the recreational needs of the City's projected future population. Achievement of this standard could prove to be a difficult task since the City of San Gabriel is a highly urbanized community wherein few large, vacant parcels of land remain for conversion to parkland. The limited funds that are available for the development and maintenance of parks also represent a constraint to expanding the local supply of recreational open space. Therefore, the Recreation and Open Space Plan proposes the development of one of the City's existing open space resources, the SCE utility right-of-way, as a recreational corridor. This concept has been implemented successfully in other communities. The plan also proposes to improve the amount and distribution of conventional parkland by adding additional park acreage in the central portion of the City. The Village area and the large multi-family residential areas between Las Tunas Boulevard and the Southern Pacific railroad tracks do not currently have an amount of parkland comparable to other areas of the City. While there are no vacant sites in these areas which could be utilized for park purposes, it may be possible to create a new park site in the industrial area near the railroad corridor or to expand Smith Park into the adjacent industrial area. Other sites within the residential neighborhoods should also be explored.

The other major proposal of the Recreation and Open Space Plan is the creation of a local bikeway system. The bikeway system should include bike lanes on the City's streets and should also include bike trails segregated from the street wherever feasible, possibly along the local flood control channels. The bicycle network should interconnect with bikeway systems of surrounding communities and should eventually provide connections to regional bicycle trails.

San Gabriel
Country Club

2

Legend

1. PRIMARY TARGET AREA
FOR THE ACQUISITION OF
ADDITIONAL PUBLIC PARK-
LAND

2. DEVELOPMENT OF SCE
RIGHT-OF-WAY AS A
RECREATIONAL CORRIDOR

POSSIBLE USE OF
FLOOD CONTROL
CHANNELS AS RE -
CREATIONAL TRAILS

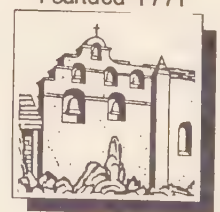
EXISTING PUBLIC
PARKLAND

Recreation and
Open Space
Plan



Safety Element

Founded 1771



SAFETY ELEMENT

I. INTRODUCTION

The California State Planning Law requires that a Safety Element be included in all City and County General Plans as follows:

Government Code Section 65302 (g): A safety element for the protection of the community from any reasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geological hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to the identified fire and geologic hazards. A description of the aforementioned hazards as they relate to the City are discussed in the San Gabriel Baseline Report, January, 1989, and is incorporated herein by reference.

II. GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

Goal

Strive to protect the community from personal injury and property damage resulting from natural or man-made hazards.

Objective 1: Mitigate and/or eliminate the potential for flooding within the community.

Policy 1.1: Encourage the cooperation of the appropriate governmental agencies to minimize any threat to public safety from flooding from dam failures from surrounding areas.

Policy 1.2: Evaluate all future developments to ensure that existing flood control systems are adequate to accommodate increases in surface runoff or changes in flood conditions.

Programs

- Coordinate efforts with the Federal Emergency Management Agency (FEMA) and the Los Angeles County Flood Control District to identify existing flood control deficiencies and to develop remedial measures.
- Examine all proposed developments which will create either a new use or intensification of an existing use to ensure that existing flood control facilities can handle increased surface runoff.

Objective 2: Strive to reduce the potential for damage or injury from earthquakes and other seismic-related hazards through adequate development standards, retrofitting older structures and the dissemination of emergency-response information.

Policy 2.1: Continue to maintain and update the State mandated disaster plan to allow government and residents to cope with natural and man-made disasters in an efficient, safe and expedient manner.

Policy 2.2: Assist the City's Fire Department with the periodic upgrading of the emergency operation center (EOC).

Policy 2.3: Educate the public by providing informative literature on methods to safeguard lives and property during seismic events.

Policy 2.4: Comply with the unreinforced masonry building law (URM Law).

Policy 2.5: Support efforts to identify dangerous structures which are hazardous to the public health and safety.

Policy 2.6: Encourage owners of existing unreinforced masonry buildings to earthquake-proof their structures.

Programs

- Periodically reevaluate and update the City's Disaster Assistance Plan to ensure that the plan keeps pace with changes in development patterns.
- Develop a brochure which outlines what to do before, during, and after a seismic event. This brochure should be designed to reach all segments of the community. The brochure should be distributed to all City of San Gabriel residents.
- Inventory and catalog all potentially hazardous buildings, including all unreinforced masonry buildings, and other buildings structures, which could collapse in the event of an earthquake by January 1, 1990.
- Develop a plan to rehabilitate or eliminate those hazardous structures which cannot be brought into conformance with modern safety standards.
- Periodically review and update the multi-hazard function plan (MHFP), which has established tactics to cope with local and regional hazards to the public health and safety.
- Continue to enforce compliance with the most current building codes.
- Periodically reevaluate the MHFP to ensure that the existing plan will meet the needs of the community.

- Require owners of unreinforced masonry structures to include seismic reinforcement as part of any significant structural modification.
- Require all persons applying for building permits to abate any existing code violations in conjunction with the proposed modification, prior to approval.

Objective 3: Maximize the protection of local residents and businesses from fire and crime.

Policy 3.1: Encourage the development of a neighborhood watch program.

Policy 3.2: Ensure the maintenance of adequate fire flows by requiring water delivery system upgrading, where necessary, in higher-density developments.

Policy 3.3: Promote fire prevention practices and educate the public to provide greater awareness of fire protection methods to safeguard their properties.

Policy 3.4: Maintain a high level of local proficiency including the latest and most effective methods in fire control and crime prevention.

Policy 3.5: Continue to encourage developments which are designed in a manner which maximizes defensible space to deter crime.

Policy 3.6: Maintain road width standards to adequately accommodate emergency vehicles.

Programs

- Periodically reevaluate police and fire department facilities and personnel to ensure that the existing facilities are adequately meeting the needs of the community.
- Initiate, as necessary, the updating of the Initial Action Agreements with the City of San Marino and the Los Angeles County Fire Departments.
- Examine the possibility of increasing inter-city firefighting cooperation, by signing additional Initial Action Agreements with surrounding communities.
- Require Fire Department inspections of new construction sites and existing business establishments in order to ensure compliance with applicable fire and safety regulations.
- Identify areas within the City which presently have inadequate fire flows and develop a plan to upgrade systems as necessary.
- Conduct community workshops on fire prevention techniques and the use of basic fire fighting equipment.

- Develop and distribute fire prevention brochure which outline basic fire prevention techniques (i.e., smoke alarms, in-house fire extinguishers, etc.).
- Periodically reevaluate fire and police department equipment, personnel, and facilities, to ensure that existing levels of service are meeting the community's needs.
- Require, to the extent possible, that new developments are designed so as to maximize defensible space.
- Develop local criteria for the installation of security lighting in existing and proposed developments in order to deter crime.
- Provide sufficient advance notification to the City's Police and Fire Departments of any road improvements which may result in emergency vehicle time delays or restricted access.

Objective 4: Minimize the risks associated with the transport, distribution, use, and storage of hazardous materials in the City.

Policy 4.1: Comply with the hazardous materials law.

Policy 4.2: Support efforts to regulate the transport, distributions, use and storage of hazardous materials.

Policy 4.3: Support continued study of alternative hazardous waste disposal methods and technologies.

Policy 4.4: Comply with the Southern California Hazardous Waste Management Plan.

Programs

- Conduct a survey to identify the sources of all hazardous materials stored, utilized, or transported in the City.
- Develop a plan for responding to spills of hazardous materials and coordinate such efforts with the appropriate County and State agencies.
- Pursue State legislation, through the City's local representative, which would enable a greater degree of local control relative to the transport and storage of hazardous materials.
- Develop local criteria, in coordination with the Fire Department, to ensure compliance with the Hazardous Materials Disclosure Law.
- Initiate a permit process for uses which store, utilize or transport hazardous materials within the City.
- Monitor hazardous waste plans/proposals by other agencies to ensure that their implementation will not result in increased risks related to hazardous materials handling in the City.

Objective 5: Maintain vehicular evacuation routes that will remain open and uninterrupted during emergency events.

Policy 5.1: Make any alternative evacuation routes identified in the MHFP a top priority of the City's Capital Improvement Program.

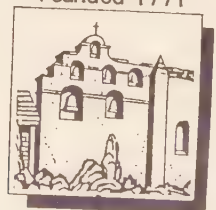
Policy 5.2: Support efforts to educate the public as to the purpose of the alternative route plan and of the emergency operation center (EOC).

Programs

- Hold community workshops to educate the public regarding the operation and purpose of the EOC.
- Develop and distribute a brochure which identifies the locations of alternative evacuation routes.
- Conduct community workshops to educate the public regarding the contents of the MHFP.
- Periodically reevaluate and update the MHFP and EOC to ensure that the plans keep pace with changes in development patterns.
- Conduct a feasibility analysis, in coordination with the appropriate City Departments and State agencies, to determine the feasibility of constructing grade separations at all of the major north/south intersections. If determined physically and financially feasible, the City should research into potential State and Federal funding mechanisms and incorporate these improvements into the City's Capital Improvement Program.

Noise Element

Founded 1771



NOISE ELEMENT

INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and industrial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

AUTHORIZATION

Recognizing the increasing human environmental impacts of noise pollution and the impact that local agency land use and circulation plans have on the community's environmental quality, the California Legislature, in 1972, mandated that a noise element be included as part of the City and County general plans. Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the Office of Noise Control, State Department of Health, concerning the specific requirements for a noise element which are responsive to State guidelines. Within the City of San Gabriel, the Department of Public Works is responsible for the coordination of all local noise control activities.

PURPOSE

The purpose of the Noise Element is to serve as an official guide to the City Council, the Planning Commission, City departments, individual citizens, businessmen, and private organizations concerned with noise pollution within the City of San Gabriel. The Noise Element provides a reference to be used in connection with actions on various public and private development matters as required by law, and is utilized to establish uniformity of policy and direction within the City concerning actions to minimize or eliminate excessive noise and for making decisions regarding proposals which may have an impact on the City's environment.

The Noise Element includes definitions, objectives, policies, standards, criteria, programs, and maps which are to be considered when decisions are made affecting the noise environment within the City of San Gabriel.

PROBLEM SUMMARY

In the city of San Gabriel there are four major sources of noise:

1. Traffic on the Southern Pacific rail line,
2. Traffic on the major arterials within the city,
3. Traffic on the San Bernardino Freeway,
4. Trucking operations and mechanical equipment associated with commercial/industrial activities adjacent to residential locations.

Of these, the most serious problem is the noise level produced by the Southern Pacific rail line. An Ldn of 70 to 75 dB exists at the nearest residential sites adjacent to the city rail line. This compromises the welfare of citizens in these areas and should be corrected.

The noise element has identified a number of noise related problems and issues within the city. The Policy Program consists of policies and implementation techniques which will minimize these problems and issues. Short-term possibilities for noise reduction in San Gabriel consist mostly of the enforcement of noise control guidelines and the appropriate placement of walls and berms to buffer residential and other noise-sensitive areas from traffic and rail line noise. Long-term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes and in the vicinity of the Southern Pacific rail line. Planning now can help to minimize the future impact of noise on the community.

GOALS STATEMENT

- o To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and the continuing enforcement of the City Council's policy concerning noise control in residential construction.
- o To develop strategies for the abatement of excessive noise exposures.
- o To protect those existing regions of the city for which the noise environment is deemed acceptable and those locations throughout the city which are deemed "noise-sensitive".
- o To establish the community noise environment (in the form of noise contours) for local compliance with the State mandated noise insulation standards.
- o To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activities, and home appliances.
- o To promote increased public awareness concerning the effects of noise.
- o To provide methods by which the public may assist in reducing noise.
- o To ensure that the health and well being of the citizens of San Gabriel are not being compromised by exposure to excessive and possibly harmful levels of noise.
- o To provide a quality environment in which the citizens of San Gabriel may live.

The sections that follow provide a discussion of the methods used to measure and analyze the noise environment of San Gabriel. The results of the analysis will then be compared with accepted standards to determine where the city is affected by adverse levels of noise. This will lead to a description of a policy and action program designed to minimize (or eliminate) these adverse levels and prevent future problems from occurring.

POLICY PROGRAM

POLICY 1 - A NOISE BARRIER WILL BE CONSTRUCTED ALONG THE SAN BERNARDINO FREEWAY IN THE VICINITY OF BRIGHTON STREET

Action - The city will finance the construction of a noise barrier along the freeway in the vicinity of Brighton Street.

Discussion - Residential locations directly adjacent to the freeway in the vicinity of Brighton Street are exposed to traffic noise in the range of 70 to 75 dB during portions of the day. Noise barrier heights of from 10 to 12 feet are needed at this location to reduce the noise to acceptable levels. Construction of a sound barrier, to be effective and economically feasible, must be as close as possible to the near lane of traffic. This requires the actual construction of the barrier on the freeway right-of-way which is under State jurisdiction. Such construction requires the approval of, cooperation of, and coordination with the State Department of Transportation.

Responsibility - San Gabriel City Council.

POLICY 2 - THE TRACKS OF THE SOUTHERN PACIFIC RAIL LINE THROUGH THE CITY WILL BE LOWERED BELOW GRADE LEVEL.

Action - The city will actively participate in the administrative process leading to financing the construction of the Southern Pacific rail line below the existing grade.

Discussion - Train passes on the Southern Pacific rail line generate noise levels in the range of 90 to 100 dB(A). Lowering the track bed by 15 to 20 feet below grade is an effective noise reduction measure. Also, lowering the track bed will reduce the level of low frequency noise which may have a detrimental effect on the delicate facade of the San Gabriel Mission. Such a project requires the approval of, cooperation of, and coordination with the Public Utilities Commission and the Southern Pacific Transportation Company. It should be noted that noise barriers may also be needed adjacent to residential locations in order to provide additional protection from train noise (see Policy 3 for a discussion of train noise barriers).

Responsibility - San Gabriel City Council in cooperation with the Public Utilities Commission and the Southern Pacific Transportation Company.

POLICY 3 - NOISE BARRIERS WILL BE CONSTRUCTED ALONG THE SOUTHERN PACIFIC RAIL LINE CORRIDOR WHERE RESIDENCES EXIST ADJACENT TO THE MAIN TRACK.

Action - The city will construct noise barriers in residential areas where existing homes are directly adjacent to the main track.

Discussion - Residential locations directly adjacent to the rail line are exposed to noise levels in the range of 90 to 100 dB(A) during train pass-bys. The construction of noise barriers with heights of 13 to 15 feet should be considered as a noise reduction measure. Construction of a sound barrier must be as close as possible to the track in order to be effective and economically feasible. This requires the actual construction of the barrier on the rail line right-of-way which is under the management of the Southern Pacific Transportation Company. Such construction requires the approval of, cooperation of, and coordination with the Southern Pacific Transportation Company.

Responsibility - San Gabriel City Council.

POLICY 4 - THE CITY WILL ENCOURAGE THE SOUTHERN PACIFIC TRANSPORTATION COMPANY TO REDUCE THE LEVEL OF NOISE PRODUCED BY TRAIN MOVEMENTS WITHIN THE CITY.

Action - The city will encourage the Southern Pacific Transportation Company to minimize the level of noise produced by existing train movements. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized. The city will also monitor the existing operations on the rail line as well as any plans for future development. Any actions that increase the level of noise throughout the city will be discouraged.

Responsibility - Department of Public Works in cooperation with the Southern Pacific Transportation Company.

POLICY 5 - THE CITY WILL CONSIDER PLANNING GUIDELINES WHICH INCLUDE NOISE CONTROL FOR THE EXTERIOR LIVING SPACE OF ALL NEW RESIDENTIAL DEVELOPMENTS WITHIN NOISE IMPACT AREAS.

Action - The city will adopt guidelines which consider noise as an early factor in planning future residential developments.

Discussion - Portions of the city are significantly affected by noise as shown in the noise contour maps. The more affected areas include the San Bernardino freeway corridor, the Del Mar Avenue corridor, and the San Gabriel Boulevard corridor. Additionally, portions of areas adjacent to the rail line are significantly affected.

An acoustical analysis should be required for new developments within the 60 dB Ldn contour of the freeway, highways, secondary arterials, and rail lines within the city. This analysis should indicate the existing and projected Ldn's on the site and the method(s) by which the noise is to be controlled or reduced to no more than 65 dB within the exterior living space of the project.

Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate a noise problem for a site adjacent to the freeway, major highways, or rail line. Other effective noise reduction tools, include the use of earthen berms, sound reducing walls, and generous setbacks from noise sources.

Responsibility - Department of Public Works.

POLICY 6 - THE CITY WILL CONSIDER PLANNING GUIDELINES WHICH INCLUDE NOISE CONTROL FOR THE INTERIOR LIVING SPACE OF ALL NEW RESIDENTIAL DEVELOPMENTS WITHIN NOISE IMPACT AREAS.

Action - The city will require that the State noise insulation standards for exterior-to-interior noise control be applied to all new single family and multifamily structures.

Discussion - As stated earlier in the noise element, these standards were adopted by the State in 1974, and revised in 1988. They apply to all new multifamily dwelling units (apartments, condominiums, motels, etc.). The exterior-to-interior noise control requirements of the standards should be applied to all new single family as well as multifamily structures.

The residential design should be such that the interior living spaces are exposed to an Ldn of no more than 45 dB. This may be accomplished by:

1. A reduction of the exterior noise to which the dwelling is exposed,
2. Installing sound rated windows suitable for the noise reduction required,
3. Configuring and insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels,
4. Locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home, and
5. Installing force air ventilation as needed to provide a habitable living space if the interior Ldn is to be met with all or some windows closed.

Responsibility - Department of Public Works.

POLICY 7 - THE CITY WILL APPLY NOISE INSULATION REQUIREMENTS FOR THE CONVERSION OF EXISTING APARTMENTS INTO CONDOMINIUMS.

Action - The city will adopt the State noise insulation standards to limit intrusive noise levels for all new condominium conversion projects within the city.

Discussion - As stated earlier in the noise element, the State noise insulation standards apply to all new multifamily dwelling units. The city should also consider applying these standards to all new projects that involve the conversion of existing apartments into condominiums. These standards limit intrusive noise by setting minimum ratings for the sound transmission of party walls and floor/ceiling separations between units.

In addition, the noise insulation standards specify a maximum interior noise exposure of 45 dB Ldn. This level may be accomplished as indicated in Policy 6. As stated in the noise insulation standards, an analysis should be required for conversion projected within the 60 dB contour of freeways, highways, secondary arterials, airports, and rail lines within a community. This analysis should indicate the existing and projected Ldn's on the site and the method(s) by which the noise is to be reduced or controlled so that the Ldn of the interior living spaces of the project does not exceed 45 dB.

Responsibility - Department of Public Works.

POLICY 8 - THE CITY WILL CONSIDER NOISE CONTROL REQUIREMENTS FOR ALL NEW EQUIPMENT PURCHASES.

Action - Noise levels produced by equipment will be considered a factor in the procurement process.

Discussion - Various city departments may be involved in the procurement of noise producing equipment such as compressors, air conditioners, and other fixed and mobile machinery. These types of operating equipment may be purchased with the necessary noise abating equipment installed.

Responsibility - City Administrator.

POLICY 9 - FUTURE PROJECTS WITHIN THE CITY WILL REFLECT A CONSCIOUSNESS ON THE PART OF THE CITY REGARDING THE REDUCTION OF UNNECESSARY NOISE NEAR NOISE-SENSITIVE AREAS SUCH AS PARKS, HOSPITALS, LIBRARIES, CONVALESCENT HOMES, ETC.

Action -

1. Maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.

2. Consideration should be given to buffering noise-sensitive areas from noise-generating land uses.
3. Noise monitoring within the city will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the city and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.
4. Close attention should be paid to the noise evaluation in environmental impact statements.

Discussion - To reduce the level of noise in residential areas, the Circulation Element of the General Plan should be revised, wherever possible, to divert through traffic away from these areas.

As the existing and projected noise contours developed for the noise element indicate, traffic is a major source of noise in the city. However, these contours should not be considered adequate for specific site evaluations. Environmental impact reports with satisfactory noise assessments have the additional value of helping to monitor localized noise conditions. The environmental impact issues should include:

1. Annoyance - Excessive noise is socially disruptive and may be physically and psychologically damaging.
2. Economics - Excessive noise adversely affects property values and levels of productivity. In the past, the costs of excessive noise from transportation facilities have been passed on to those in the vicinity rather than be borne by the producer of the noise.

Responsibility - Department of Public Works.

POLICY 10 - THE CITY WILL IMPLEMENT A REVIEW PROCESS CONCERNING ITS POLICIES AND REGULATIONS AFFECTING NOISE.

Action - A review of ongoing policies and ordinances will be developed every five (5) years or as new technological developments warrant as per State guideline requirements.

Responsibility - Department of Public Works.

POLICY 11 - THE CITY WILL ENCOURAGE ITS AGENCIES TO OBSERVE THE STATE AND FEDERAL OCCUPATIONAL SAFETY AND HEALTH NOISE STANDARDS.

Action - The city will encourage the enforcement of all State and Federal safety and health regulations.

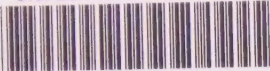
Discussion - These occupational standards range from the use of ear protectors for operators of equipment to the control and use of equipment within the city's jurisdiction. Such regulations are found within the Department of Community Development. These laws stem from both State and Federal guidelines concerning occupational and community safety and health and are included in the city's employment manual.

Responsibility - City Administrator.

POLICY 12 - THE CITY WILL ENCOURAGE THE ENFORCEMENT OF REGULATIONS (SUCH AS THE STATE VEHICLE CODE NOISE STANDARDS) FOR ALL PRIVATELY OWNED, CITY OWNED, AND CITY OPERATED AUTOMOBILES, TRUCKS, AND MOTORCYCLES OPERATING WITHIN SAN GABRIEL.

Action - The city will encourage all law enforcement agencies operating within the city limits to enforce the State Vehicle Code noise standards. In addition, the city will discuss possible noise control measures with the trash collection service on contract to the city to encourage the implementation of such measures.

Discussion - In general, the control of noise is most effectively accomplished by reduction of emissions from the source. However, the predominant source of noise within the city (motor vehicles) is under the jurisdiction of the State. Furthermore, the reduction of noise from this source by the use of barriers is very expensive and often difficult to achieve. The State now has a noise regulation as part of the Vehicle Code. The city should encourage its enforcement, particularly along the freeway. The EPA has also established a policy for the regulation of vehicle noise. Some benefit may be experienced within portions of the city by this action within the next 6 to 10 years.



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